

With the Medical Officer of Health's Compliments.

Newport Port Sanitary Authority.

ANNUAL REPORT

FOR THE YEAR 1905.

BY

J. HOWARD-JONES, M.D., D.Sc., C.M.,
MEDICAL OFFICER OF HEALTH.



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County Borough of Newport.

Sanitary and Port Sanitary Committee, 1905-6.

Chairman :

COUNCILLOR MORGAN.

Vice-Chairman :

COUNCILLOR W. CLIFFORD PHILLIPS.

THE MAYOR.

COUNCILLOR EVANS.

COUNCILLOR MCGINN.

„ SEARLES.

„ DUCKHAM.

„ PARFITT.

„ BURPITT.

„ LEWIS.

„ SUTTON.

„ COLLIER.

„ MOXON.

„ WRIGHT.

„ DAVIES.

Clerk to Port Sanitary Authority :

ALBERT AUGUSTUS NEWMAN.

Medical Officer of Health :

J. HOWARD-JONES, M.D., D.Sc.

Port Sanitary Inspector :

THOMAS ROBERTS.

Assistant Inspector :

W. JENKINS, CERT. SANITARY INSTITUTE.

Caretaker of Port Sanitary Hospital at Mendalgief :

E. A. WALKER.

NEWPORT PORT SANITARY AUTHORITY.

HEALTH DEPARTMENT,

TOWN HALL, NEWPORT, April 12th, 1906.

TO THE CHAIRMAN AND MEMBERS OF THE NEWPORT PORT SANITARY COMMITTEE.

GENTLEMEN,

I beg to submit my report for the year 1905. It is made in accordance with the Regulations of the Local Government Board which prescribe with regard to the Medical Officer of Health,

“That he shall prepare an annual report, to be made to the end of December in each year, comprising tabular statements (so far as he shall have been able to obtain the necessary information) of the sickness and mortality of persons on ship-board within the district, classified according to diseases, ages, and vessels, and a summary of the action taken during the year for preventing the spread of disease. The report shall also contain an account of the proceedings in which he has taken part or advised under the Public Health Act, 1875, so far as such proceedings relate to conditions dangerous or injurious to health, and also an account of the supervision exercised by him, or on his advice, for sanitary purposes over places and vessels that the Port Sanitary Authority has power to regulate, with the nature and results of any proceedings which may have been so required and taken in respect of the same during the year.”

The Port was permanently constituted a Port Sanitary District by the Local Government Board, May 9th, 1883.

I.—Constitution of Port Sanitary Authority :—

“The Port Sanitary Authority is the Mayor, Aldermen, and Burgesses of the Borough of Newport, acting by the Council.” It discharges Port functions in waters abutting upon the Magor and St. Mellons Rural Sanitary Districts in addition to the Newport Urban Sanitary Districts.”

II.—Limits of Jurisdiction :—

“The whole of the Port of Newport (Order May 9th, 1883), by the Treasury Warrant date December 20th, 1847, the limits of the Port of Newport are defined as commencing at Redwick Pill, in the County of Monmouth, being the Western Extremity of the Port of Chepstow, and continues along the coast of the said County to the River Rumney,” and seaward to the middle of the Severn.

III.—Riparian Districts included (wholly or in part) in the Port Sanitary District :—

County Borough of Newport.

Magor Council District. Parishes :—Nash, Goldcliff, and Redwick.

St. Mellons' Council District. Parishes :—St. Brides, Peterstone, & Rumney.

IV.—Apportionment of Expenses :—

The Urban Sanitary Authority contributes according to the rateable value of its district, and the Rural Sanitary Authorities contribute according to the rateable value of their riparian parishes.

The proportions contributed by the various Riparian Authorities towards expenses incurred by the Port Sanitary Authority are as follows :-

County Borough of Newport	...	90·44 per cent.
Magor Rural District Council	...	3·50 „
St. Mellons District Council	...	6·06 „

TABLE I.

Showing Trade of Port for a period of 34 years. (Figures kindly supplied to me by the Secretary of the Newport Chamber of Commerce, except those marked *, which were kindly supplied by H.M. Customs.)

FOREIGN.				FOREIGN.			
Year.		Tons Entered.	Tons Cleared.	Year.		Tons Entered.	Tons Cleared.
1871	...	156,441	412,043	1895	...	871,886	1,374,237
1872	...	155,855	365,127	1896	...	924,593	1,461,082
1873	...	151,745	297,492	*1897	...	1,156,793	1,722,347
1874	...	197,351	332,333	*1898	...	719,500	1,116,529
1875	...	118,603	271,765	*1899	...	1,282,073	1,816,978
1876	...	271,025	431,140	*1900	...	1,214,788	1,660,317
1877	...	394,698	506,216	*1901	...	971,953	1,517,118
1878	...	419,691	642,294	*1902	...	1,005,431	1,643,422
1879	...	470,186	713,526	*1903	...	1,051,714	1,863,236
1880	...	711,249	909,723	*1904	...	1,241,951	2,034,830
1881	...	635,777	892,169	*1905	..	1,350,609	1,995,755
1882	...	734,264	1,080,919	COASTWISE.			
1883	...	812,673	1,148,545	1876	...	287,816	483,476
1884	...	869,960	1,213,988	1886	..	258,285	742,818
1885	...	847,574	1,189,865	1896	...	1,384,049	797,223
1886	...	885,331	1,279,131	*1897	...	1,355,320	842,819
1887	...	956,197	1,534,668	*1898	...	973,372	608,373
1888	...	962,329	1,469,403	*1899	...	1,275,505	785,407
1889	...	945,471	1,422,712	*1900	...	1,087,232	654,637
1890	...	920,560	1,316,430	*1901	...	1,195,797	660,388
1891	...	736,145	1,101,318	*1902	...	1,291,837	715,379
1892	...	754,073	1,109,980	*1903	...	1,526,908	787,861
*1893	...	752,901	1,086,027	*1904	...	1,607,855	832,187
1894	...	933,585	1,450,066	1905	...	1,462,435	870,700

The total number of vessels that entered the Port during 1905 was 7,632 and their tonnage amounted to 2,333,135, compared with 7,834 vessels and a tonnage of 2,849,806 during 1904.

The total volume of trade of Newport for the year 1905 amounted to 6,227,105 tons, made up as follows:—

Year.	Imports in Tons.		Exports in Tons.		Total.
	(Coastwise and Foreign.)		(Including Bunkers.)		
†1898	...	723,878	...	2,861,125	3,585,003
1899	...	1,211,864	...	4,663,953	5,875,817
1900	...	1,020,942	...	4,273,656	5,294,598
1901	...	870,868	...	4,124,585	4,995,453
1902	...	998,221	...	4,361,206	5,359,427
1903	...	1,165,169	...	4,756,844	5,922,013
1904	...	1,263,243	...	5,067,384	6,330,627
1905	...	1,361,621	...	4,865,484	6,227,105

(† Year of strike in coal trade.)

TABLE II.

List of Vessels inspected under the Cholera, Yellow Fever, and Plague Order
(1896) of the Local Government Board.

Date.	Name of Vessel.	Nationality	Where From.	Where Inspected.	Action taken and Remarks.
Jan. 9th	s/s Clan Sutherland	British	Bombay via London	Alexandra Dock	All well See Table III.
„ 10th	s/s Birchtor	British	Karrachi via Carthagen	do.	All well
„ 16th	s/s Ventmoor	British	Bombay via Algiers	do.	do.
„ 17th	s/s Haddon Hall	British	Rangoon via Amsterdam	Channel Dry Dock	do.
„ 31st	s/s Clan Colquhoun	British	Indian Ports via London	do.	do.
Feb. 28th	s/s Jupiter	British	Rio de Janeiro via Bayonne	Tredegart Dry Dock	do.
Mar. 2nd	s/s Myassa	British	New Orleans via Dunkirk	Patent Fuel Wharf	do.
„ 15th	s/s Clan Robertson	British	Indian Ports via Antwerp	Alexandra Dock	do.
„ 19th	s/s Sunningdale	British	Beira via Liverpool	do.	do.
„ 31st	s/s Cromarty	British	Karrachi via London	do.	do.
April 4th	s/s Musician	British	Cape Ports and Rangoon via Amsterdam	do.	See Table III.
„ 6th	s/s Clan Lamont	British	Madras Coast via London	do.	All well
„ 12th	s/s Kobe	Austrian	Indian Ports via Antwerp	do.	do.
„ „	s/s Richard	British	Alexandria via Bayonne	do.	do.
„ 13th	s/s Stanley Hall	British	Indian Ports via Hamburg	do.	do.
„ „	barque Albatroz	Portuguese	New Orleans via Oporto	do.	do.
„ 17th	s/s Den of Airlie	British	Bombay via London	do.	do.
„ 19th	s/s Arabiston	British	Karrachi via London	do.	do.
„ 25th	s/s Matoppo	British	Calcutta, New York and Baltimore	do.	do.
„ 27th	s/s J. D. S. Adolph	Danish	West Coast Africa	do.	do.
„ „	s/s Muristan	British	Karrachi via Sharpness	do.	do.
May 2nd	s/s Altair	Norwegian	West Coast Africa via Rotterdam	do.	do.
„ 3rd	s/s Hypatia	British	Cape and R. Plate via Hamburg	do.	do.
„ 5th	s/s Idomeneus	British	China and Japan via Antwerp	do.	do.
„ 9th	s/s Bellena	British	Brazil via Antwerp	Tredegart Dry Dock	do.
„ „	s/s Jose De Arambura	Spanish	West Coast Africa	Alexandra Dock	do.
„ 11th	s/s Bohemia	British	Indian Ports via London	do.	do.

TABLE II.—Continued.

Date.	Name of Vessel.	Nationality	Where From.	Where Inspected.	Action taken and Remarks.
May 16th	s/s Glenlee	British	Calcutta via London	Alexandra Dock	All well
,, 22nd	s/s Bardistan	British	Karrachi via Antwerp	do.	do.
,, 23rd	s/s Clan Munro	British	Madras Coast via Antwerp	do.	do.
,, 29th	s/s Achilles	British	China and Japan via Antwerp	do.	do.
,, 30th	s/s Lauristan	British	Karrachi via Antwerp	do.	do.
June 2nd	s/s Blakemoor	British	Karrachi via London	do.	do.
,, 5th	s/s Manhanset	British	Cuba, Jamaica via Havre	do.	do.
,, ,,	s/s Obi	British	Rangoon via Havre and London	do.	do.
,, ,,	s/s Clan Ronald	British	Calcutta via London	do.	do.
,, 6th	s/s Trout pool	British	Indian Ports via Hamburg	do.	do.
July 4th	s/s Prome	British	Bombay via Marseilles	do.	do.
,, 6th	s/s Teviot dale	British	Rio de Janeiro	do.	do.
Aug. 21st	s/s Den of Ogil	British	Karrachi via London	do.	do.
Sept. 6th	s/s Boscombe	British	Bombay via Antwerp	Channel Dry Dock	do.
,, ,,	s/s Clan MacDougal	British	Natal, Madras via London	do.	do.
,, 12th	s/s Kaffir	British	Bombay via London	Alexandra Dock	do.
,, 18th	s/s Bardistan	British	Persian Gulf via London	do.	do.
,, 22nd	s/s Hyson	British	China and Japan via Antwerp	do.	do.
,, 29th	s/s Clan MacNeil	British	Bombay via Amsterdam	do.	do.
,, 30th	s/s Eastcheap	British	Danzic	do.	do.
Oct. 10th	s/s Marie Therese	French	Calcutta via Dunkirk	do.	do.
,, 25th	s/s Border Knight	British	Bombay via Shields	do.	do.
Nov. 1st	barque Uranus	Russian	Riga	do.	do.
,, 9th	s/s Serbistan	British	Bombay via Maryport	do.	do.
,, 13th	s/s Istrara	British	Bombay via Dunkirk	do.	do.
,, 20th	s/s Ripplingham Grange	British	Cape Ports via London	do.	do.
,, 30th	s/s Branksom Hall	British	Indian Ports via London	do.	do.

TABLE II.—Continued.

Date.	Name of Vessel.	Nationality	Where From.	Where Inspected.	Action taken and Remarks.
Dec. 4th	s/s Virginia	British	Java, Baltimore via Havre	Alexandra Dock.	All well
,, 11th	s/s City of Agra	British	Calcutta via London	do.	do.
,, 12th	s/s Julia Park	British	Bombay via Antwerp	do.	do.
,, 14th	s/s Circassia	British	Indian Ports via Liverpool	do.	do.
,, ,,	s/s Baluchistan	British	Persian Gulf via Oran	do.	do.

TABLE III.

Shewing List of Vessels visited daily during their stay in Port, owing to having disease on board of a non-infectious nature. The patients were attended by medical practitioners employed by the masters of the vessels.

Date.	Nationality.	Where from.	Name of Vessel.	No. of Sick.
Jan. 3rd	Spanish	Bilbao	s/s Austria	1 Fireman, cramp
„ 10th	British	London	s/s Clan Sutherland	2 Lascars, sick
„ 18th	British	Antwerp	s/s Llandrindod	1 Sailor, rheumatism
„ 24th	Spanish	Bilbao	s/s Valla	2nd Officer, quinsy
Feb. 13th	Danish	Copenhagen	schooner Eden	1 Seaman, removed to Hospital
„ 17th	Norwegian	Bordeaux	s/s Aasta	1 Fireman, sick
„ 24th	Spanish	Bilbao	s/s Udela	3rd Engineer and 1 Fireman, sick
„ 27th	Norwegian	Risor	schooner Hans	Captain and 1 Sailor, colds
Mar. 9th	French	Quimper	schooner Alice	1 Sailor, accident
„ 11th	Portuguese	Carbarlin	barque Venturosa	1 Sailor, sick
„ 27th	Italian	Genoa	s/s Accama Pedro	1 Fireman, sick
Apl. 1st	British	Dublin	s/s Cairntver	1 Fireman, removed to Hospital
„ 4th	British	Amsterdam	s/s Musician	1 Fireman, venereal
„ 6th	British	London	s/s Clan Lamont	2 Lascars, venereal
„ 12th	British	Dunkirk	s/s Lomas	3rd Engineer, sick, went to Hospital in London
„ 12th	Italian	Cardiff	s/s Giacomina P.	1 Sailor, removed to Hospital, ulcerated leg
„ 25th	British	Antwerp	s/s Lydia	1 Sailor, removed to Hospital
May 11th	British	London	s/s Bohemia	2 Lascars, colds
„ 16th	British	London	s/s Glanlee	1 Lascar left in Hospital, Dundee, and 2 Lascars sent to Hospital, Newport
„ 16th	British	Antwerp	s/s Harmonic	1 Sailor, sick
„ 23rd	German	Hamburg	s/s Frascatta	1 Fireman, diarrhoea
June 3rd	Italian	Nantes	barque Antonio	Boatswain, rheumatism, admitted to Hospital on the 6th
„ 3rd	Do.	Do.	Do.	3 Sailors laid up, influenza, on the 10th
„ 5th	British	Hamburg	s/s Elswick Tower	1 Fireman, sick, afterwards removed to Hospital
July 19th	British	Bilbao	s/s Glanhovey	1 Fireman, sick
„ 21st	British	Bilbao	s/s Jassen	1 Sailor, Pleurisy
„ 29th	British	Preston	s/s Gwendoline	1 Seaman, sick, removed to Hospital on the 31st
„ 31st	British	Oporto	schooner Pitho	Cook, inflammation of kidneys removed to Hospital, Aug. 1st
Aug. 10th	British	Rotterdam	s/s Drungarth	1 Seamen, sent to Greenwich Hospital, consumption, berth disinfected
„ 10th	Russian	London	s/s Engineer Ardhoff	1 Fireman, sick, "see table 4"
„ 16th	British	Bilbao	s/s Ailsa	Cook, laid up sick
„ 28th	British	Dunkirk	s/s Hambleton	4 Men, sick
Sep. 26th	British	Mobile	s/s Newlands	1 Fireman, sick
Oct. 21st	Russian	Caen	schooner Henrich Emma	1 Sailor, sick, "see table 4."
„ 24th	Hungarian	Antwerp	s/s Luzon	1 Seaman, cold
„ 25th	French	L'Orient	brig G. G. M.	Mate, sick, severe cold
Nov. 2nd	Norwegian	Risor	barque Hriden	Mate and Steward, sick
„ 6th	British	London	s/s Hubbock	2 Fireman, venereal
„ 22nd	British	Cork	schooner Bracklay	1 Seaman, sick, rheumatism
„ 23rd	Norwegian	Risor	barque Hriden	1 Seaman, sick, severe cold
„ 25th	French	L'Orient	schooner Gamboise	Captain, rheumatism

TABLE III.—Continued.

Date.	Nationality.	Where from.	Name of Vessel.	No. of Sick.
Dec. 1st	British	Liverpool	s/s Branksome Hall	2 Lascars, influenza colds
„ 1st	British	Antwerp	s/s Sandfield	1 Sailor, cold
„ 7th	Norwegian	Passages	s/s Hiso	Captain, sick
„ 9th	Greek	Rotterdam	s/s Bacchus	2 Fireman, colds
„ 11th	Norwegian	Liverpool	s/s Maridal	Chief Engineer, Donkeyman and Cook, malarial fever
„ 11th	Italian	Antwerp	s/s Luici Campa	Chief Officer and Boy, colds
„ 12th	Danish	Shields	s/s Caledonia	Chief Engineer and 1 Fire- man, colds
„ 13th	French	Henebont	schooner Elizabeth	1 Sailor, sick
„ 18th	Russian	Kronstad	s/s Narva	1 Fireman, sick
„ 18th	Swedish	Ormskoldrik	barque Atlantic	1 Sailor, cold
„ 19th	Spanish	Bilbao	s/s Castro Allen	Captain, sick

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21830 10
TABLE IV.

List of Vessels which had cases of Infectious Disease on board during last voyage, or after arrival at Newport.

Date.	Nationality.	Where From.	Name of Vessel.	Nature of Sickness & action taken.
Jan. 5th	Belgian	Garston	s/s Peter Benoit	Donkeyman was found to be suffering from Erysipelas, and removed to Hospital. Berth disinfected.
				EASTERN DRY DOCK.
,, 30th	British	Algiers	s/s Marie Rose	Chief Engineer, Small Pox. Contracted whilst superintending bunkering at Algiers. Taken ill whilst the Vessel was in Dry Dock at Newport. Went to his home in Coldra Road, where the disease developed. Removed to Mendalgief Hospital.
April 10th	Belgian	Antwerp	s/s Roumania	The Steward of F. D. Woolf, removed to Allt-yr-yn Hospital, suffering from Typhoid Fever. Berth disinfected, etc.
May 3rd	British	Hamburg	s/s Hypatia	Report from Official Log. The Captain and 1 A.B. were left in Hospital at Buenos Ayres, on arrival from Rosario, and on arrival at Hamburg the 2nd Officer, Cook, and 1 A.B. were ill, the 2nd Officer was left in Hospital, the Cook went to Liverpool, the A.B. to North Wales; no other Sickness after leaving Hamburg, and on arrival, fresh water tanks were emptied and cleansed before re-filling.
,, 8th	British	Liverpool	s/s Atlas	Chief Engineer left in Hospital at St. Vincent. Malarial Fever.
,, 11th	British	London	s/s Bohemia	1 Lascar died at sea, 36 hours after leaving Calcutta. Dysentery.
,, 16th	British	Antwerp	s/s Harmonic	The Captain reported that C.O., a Seaman, was laid up on April 21st. Feverish Cold. Was placed in spare berth amidship, and on April 27th, was examined at Madeira by Port Medical Officer, who said he could proceed in the ship to Antwerp; he was paid off there. Also I.M., a Fireman, who was suffering from Boils.
,, 22nd	British	India, via Dundee, etc.	s/s Glen Lee	Lascar removed to County Hospital, suffering from Beri-Beri. Died there May 26th.
,, 30th	British	Glasgow	s/s Lauristan	1 A.B. left in Hospital at Glasgow. Typhoid. He joined the vessel in London. Berth disinfected.

TABLE IV.—Continued.

Date.	Nationality.	Where From.	Name of Vessel.	Nature of Sickness & action taken,
June 5th	British	Antwerp	s/s Grangewood	1 Seaman and the Mess-room Steward had Diarrhoea on voyage from Bahia Blanca to Antwerp. Fresh water tanks emptied and cleansed.
July 25th	Italian	Ancona	s/s Uranus	C.G., a Fireman, was found to be suffering from Typhoid, and removed to Allt-yr-yn Hospital. Berth disinfected and cleansed, and water tank attended to.
„ 30th	British	Philadelphia via Amsterdam	s/s Mora	T.B., a Sailor, and A.R., Fireman, on arrival were ill. Typhoid Fever. They were removed to Allt-yr-yn Hospital on the 31st. Forecastles fumigated, cleaned and painted. Fresh water tanks emptied and cleansed. 16 of the crew had had Diarrhoea during voyage from Philadelphia.
Aug. 10th	Russian	St. Petersburg via London	s/s Engineer Ardhoft	1 Fireman ill on arrival; was attended by Doctor, and removed to Allt-yr-yn Hospital, on Aug. 14th. Typhoid Fever. Berth disinfected and cleansed.
„ 24th	British	Antwerp	s/s Monsaldale	G.S., Boatswain, was taken ill 2 days after leaving Para, June 14th, and died June 19th, and buried at sea. Bedding thrown overboard. Remainder of clothes and berth fumigated twice. No other cases. 1 A.B. paid off at Antwerp, suffering from Boils on knee.
Sept. 13th	British	Castro	s/s Collivaud	I.L., Fireman, left in Hospital at Bordeaux. Venereal.
„ 19th	British	New York	s/s Adra	On arrival, 1 A.B. was ill. Typhoid Fever. Removed to Allt-yr-yn Hospital. Berth cleansed, disinfected, and painted.
Oct. 21st	Russian	Caen	schooner HermichEmma	1 A.B. was found to be suffering from Typhoid Fever, and removed to Allt-yr-yn Hospital. Fresh water casks emptied and cleansed, berth disinfected and cleansed.

GENERAL INSPECTION.

Inspector Roberts and Assistant-Inspector Jenkins inspected 3748 vessels during the year; in addition, 2182 re-visits were made to enforce compliance with notices, and to vessels containing cases of sickness on board, on arriving from ports infected with Cholera, Plague, or Smallpox.

1235 of the vessels which entered from "Foreign" were visited. Of these, 216 or 17·4 per cent. (compared with 17·3 per cent. during 1904) were found to have sanitary defects on board (sailing vessels, 19·1; steam ships, 17·2.)

2513 of the vessels which entered from "Coastwise" were inspected. 324 of these, or 12·8 per cent., were found to be insanitary in some respects.

The average per centage found to be insanitary out of the total number inspected was 14·4, compared with 15·6, 11·9, 12·2, 13·9, 14·2, 17·5, 18·8, and 14·4, during 1897-8-9, 1900-1-2-3 and 4 respectively.

Arranged according to nationality, the per centages found to be insanitary were as follows:—

	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905
Greek... ..	26·	50·	27·3	34·8	35·	31·	36·8	19·2	24·4
Italian ...	39·1	35·3	32·	36·	33·3	34·	30·9	22·2	26·4
Spanish ...	39·	28·5	16·3	20·1	25·9	31·1	32·	28·6	20·7
Danish ...	22·	20·	6·6	9·5	8·	13·3	11·6	12·1	16·
Austrian ...	10·3	14·3	7·1	10·	9·5	13·7	23·6	19·	20·
French ...	20·8	12·1	13·2	16·	18·7	20·0	18·1	18·1	20·8
British ...	15·9	11·5	12·1	11·	12·2	15·8	17·5	13·3	13·4
Portuguese ...	9·5	10·	14·	35·7	27·7	30·4	31·6	18·7	20·
Russian ...	25·8	10·	11·5	20·	12·5	25·7	20·5	16·	15·1
Swedish ...	0	7·1	10·	10·	13·	14·2	15·	8·3	12·1
Norwegian ...	6·7	7·	8·8	10·8	9·4	12·8	21·5	11·4	7·
German ...	8·	5·5	6·	12·8	8·	14·6	9·6	11·5	13·4
Dutch ...	...	...	...	...	...	...	...	20·9	17·6

In my report for the year 1904, attention was drawn to the unsatisfactory crew accommodation provided in many of the new British ships, and I wish to draw further attention to this matter.

Owing to the keen competition which obtains in the merchant service, vessels are designed with a view of carrying as much cargo as possible, in consequence of which the accommodation provided for the crew is frequently very unsatisfactory, although the vessels recently built are of greater tonnage than was the case formerly.

The Public Health Act of 1875 enacts that a ship, when in the district of a Local Authority, shall be dealt with as a house within the District. (Sec. 110).

In the case of all new houses intended to be built in a district, it is necessary to deposit the plans with the Sanitary Authority for their approval previous to their erection, but in the case of vessels, Sanitary Authorities have no voice whatever in the matter.

After the vessels have been passed by the Board of Trade, and arrive at a British port during a voyage, they come under the observation of the Port Sanitary Authority, and it is not an uncommon occurrence for the latter to insist on structural alterations, in order to remedy nuisances, soon after being passed by the Board of Trade. This is naturally a source of annoyance and expense to the owners, and an unpleasant duty on the part of the Port Sanitary officials. This unsatisfactory state of affairs could not only be avoided by the appointment of some recognised authority responsible for making regulations with respect to such matters, but better accommodation could frequently be provided for the crew without extra cost.

Not only does this obtain in respect to the fore-castle, but frequently "gross" mistakes are made with respect to officers' quarters, as will be seen by the following examples :—

British S.S. H., launched January 7, 1905. The w.c. for the mates, engineers, cook, steward, and mess-room steward was separated from the mess room and 1st engineer's cabin by a matchboard partition. A "fume" test was found to penetrate from the lavatory into these quarters almost immediately.

British S.S. R.D., built in 1900. The w.c. was separated from the engineers' cabin by matchboard partition only, which allowed effluvia to penetrate freely from former to latter.

PLAGUE, YELLOW FEVER, AND CHOLERA ORDERS, 1896 & 1902.

The preventive measures against the introduction of these Diseases into the country are delegated to Port Sanitary Authorities, and are briefly as follows :—

First, in respect to "infected" ships.

The Master of every ship infected with Cholera, Yellow Fever, or Plague, shall, when the ship is within three miles of the coast of any part of England or Wales, or is within the limits of a Port, cause to be hoisted :—

I. "At the masthead or where it can best be seen during the whole of the time between sunrise and sunset, a day signal, consisting of a large flag of yellow and black borne quarterly, or"

II. "At the peak or any other conspicuous place, where it can be best seen, and at a height of not less than twenty feet above the hull of

the ship, during the whole of the time between sunset and sunrise, a night signal, consisting of three lights, which shall be arranged at a distance of not less than six feet apart, in the form of an equilateral triangle, and of which the light at the apex of the triangle shall be white, and the other lights at the ends of the base of the triangle be red in colour."

By arrangement with the Pilotage Board, all Newport Pilots are instructed to see that the Port Sanitary Regulations are carried out on board any vessels under their charge.

An "infected" vessel has to be taken to the "Mooring Station" at the Spit, and a tug dispatched to Newport for the Medical Officer of Health, who visits the vessel forthwith. If he certifies the vessel to be infected, he hands a copy of a certificate to the Master or Pilot in charge, requiring him to anchor or moor the vessel at the Mooring Station until the infected persons are removed to Hospital, the vessel disinfected, and all the requirements of the Order carried out. No person is allowed to land from an infected vessel unless he satisfies the Medical Officer of Health as to his name, intended place of destination, and intended address at such place, for transmission to the Sanitary Authority of the District.

Power is given in the same way to the Medical Officer of Health in respect to vessels coming from infected ports, and he is required to do so if he suspects the vessel to be infected.

On the arrival of vessels from "Foreign Ports" in the river, the Customs Officer is required to ascertain, as far as possible, whether such ship is infected with Cholera, Yellow Fever, or Plague, or has come from a Port infected with them, and if he suspects such is the case he must require the Master to moor or anchor her in such a position as he may direct, and during such detention no person other than those officers executing the order shall leave the ship.

The Customs Officer is then to give immediate notice to the Sanitary Authority, and the vessel is to be visited by the Medical Officer of Health, who on his arrival takes over the whole duties in connection with the execution of the Order.

Under the present arrangements, vessels from infected ports (but with no sickness on board) are visited by the Port Sanitary Officials, on their arrival at the Docks or Wharves. They are not detained at the Customs Boarding Stations, owing to the danger to the Shipping interests which would ensue. During 1905, 57 vessels, which arrived at Newport from Ports reported to be infected by Plague or Cholera, were boarded on arrival and kept under

observation by your officials during their stay at Newport, and the other requirements of the "Orders" were carried out. None of these vessels had had any cases of Sickness on board, either among members of the crew or among rats on board.

Many Foreign Port Sanitary Authorities possess a "Clayton Simpson" Apparatus for the disinfection of holds, and for the destruction of rats on board vessels from infected Ports.

Should a vessel arrive at Newport, infected with Plague among the rats on board, we should experience great difficulty in exterminating all rats on board, owing to the difficulty of dealing with the matter in the ordinary way.

The chief "infected" ports from which vessels arrived at Newport during 1905 (*see Table II.*) were the following :—Bombay, 11; Calcutta, 5; other Indian Ports, 10; Rio Janeiro, 2; Cape Ports, 4; Chinese Ports, 3; and Karachi, 8; W. Coast of Africa, 3; Persian Gulf, 2, etc.; total 57. With two exceptions, these vessels came via intermediate Ports such as Hamburg, Rotterdam, Antwerp, Liverpool, or London.

Cholera cases were reported in the newspapers on the banks of some of the Baltic rivers, and at certain ports in the Baltic Sea during the last summer. These reports were supplemented by a circular from the Local Government Board to Port Sanitary Authorities, drawing attention to the matter. From the time of the first rumour of danger, special attention was paid to such vessels for the occurrence of illness on board.

Our chief import from the Baltic is Timber. Brokers and Timber Merchants very kindly, on my request, gave notice of the expected arrival of vessels from the Baltic, thus facilitating the work of inspection considerably. There were, however, no cases of Sickness on board any of the vessels from the suspected Ports.

ARRANGEMENTS FOR THE ISOLATION OF CASES OF PLAGUE, YELLOW FEVER, OR CHOLERA.

In 1900 a three years agreement was entered into with the Cardiff Port Sanitary Authority for the reception into their "Hospital on the Flat Holm" Island, and to provide all necessary treatment and food for patients sent to "the Hospital from the District of the Newport Sanitary Authority, and to "cremate the bodies of any such patients who may die in the Hospital, on "payment of £40 per annum, and £3 3s. 0d. per week for the first Newport "patient received into the Hospital and £2 2s. 0d. per week for every additional "patient, and the sum of £7 7s. 0d. in respect of the cremation of the body of "any patient dying in the Hospital." This arrangement has been continued annually since the 3 year's agreement was made.

“The Hospital consists of one Pavilion, containing two wards and nurses’ rooms, bath-rooms, lavatories, etc. Each ward contains six beds. In addition to and adjoining the above there is a small ward with four beds, formerly used for Cholera patients, making altogether permanent accommodation for sixteen patients. At the same time there is ample space on the Island for the erection of temporary Hospital accommodation, such as tents, huts, etc., should this be required at any time.

“The Caretakers reside in a house adjoining the Hospital, belonging to the Port Sanitary Authority, and which is used when required for administrative purposes. A very complete laundry is attached to the buildings, and a crematorium for the destruction by burning of the bodies of persons dying in the Hospital.” (The remarks quoted are from Dr. Walford’s Annual Report to the Cardiff Port Sanitary Authority).

Should a case occur on board a Newport bound vessel, the Pilot has instructions to detain the vessel at the “Spit,” not far from the Flat Holm Island; and the patient would be removed from the vessel to the Island forthwith, under the supervision of the Medical Officer of Health.

INFECTIOUS DISEASES ON BOARD VESSELS.

A strict watch was kept for the existence of any cases of Infectious Diseases. On arrival the Preventive Officers of the Customs make enquires as to the existence of any illness on board vessels “from foreign,” during the voyage, or at the time of arrival. All cases of sickness coming to the knowledge of these officials are immediately reported to the Medical Officer of Health.

January 3rd, 1900. Regulations made under Section 125 of the Public Health Act, 1875, came into force for the notification by masters of vessels of the existence of cases of dangerous Infectious Disease on board on arrival or whilst at the port. These were referred to in detail in my report for the year 1900. We thus have a triple line of scouts for the detection of Infectious Diseases on board vessels, namely:—the Captain or Officer in charge, the Customs Officers, and the Port Sanitary Officials.

During 1905, 8 cases of Infectious Diseases occurred on vessels arriving at the Port, in addition to 3 cases during the voyage to Newport, namely:—Typhoid Fever 6; Erysipelas 1 and Small-pox 1. They were all removed to the Infectious Diseases Hospital. Three of the cases of typhoid occurred on vessels from Philadelphia, in addition to these cases 16 of the crew on one vessel had been suffering from Diarrhœa and Debility after leaving that port.

February, 1901, I was authorized by the Corporation to write to the British Consul at Philadelphia, drawing attention to the repeated occurrence of

cases of Typhoid Fever on board vessels from that city, and to the fact that the drinking water was frequently brackish and contaminated with sewage. Since that date several similar outbreaks have occurred on vessels from that port, evidently due to contaminated drinking water.

November, 1905. The City Authorities at Philadelphia were communicated with at the request of the Corporation, again drawing attention to the matter. A courteous reply was received from the Medical Superintendent, Bureau of Health of that city, stating that a scheme was under consideration for the improvement of the water supply by filtration, etc., by means of which it was expected to reduce the prevalence of Typhoid in that city by 90%.

As the result of my analyses of the water supplies on board some of the vessels from Philadelphia, it is evident that the water is frequently obtained from the river, as it is decidedly brackish and charged with sewage products.

One case of Smallpox occurred on board a vessel after arrival in port (*See Table II*).

RECIPROCAL ACTION BETWEEN PORT SANITARY AUTHORITIES.

Owing to the short and frequently uncertain stay of many vessels in port, upon which notices have been served for sanitary defects, &c., it is frequently impossible to get the necessary work carried out before leaving port.

Of late much has been done in the way of remedying nuisances and improving the accommodation of crews in such cases by mutual action among Port Sanitary Authorities in this country, by forwarding copies of the notices served to the port of destination if in this country. Several vessels were followed up in this way during the year, and greater respect has thus been paid to the notices of Port Sanitary Authorities.

BOARD OF TRADE INSPECTION OF FOOD.

Food declared to be unfit for consumption by the Board of Trade Officers, is put ashore. The duties of these Officers cease when this is done. All such food should be destroyed, to prevent its being sold for use on coastwise vessels which do not come under the supervision of the Board of Trade Officers.

SEAMEN'S LODGING HOUSES.

Careful and systematic attention has been paid by Inspector Roberts and his Assistant, Inspector Jenkins, to the inspection of the above.

Two boarding house masters were summoned and fined for keeping unlicensed lodging houses.

DISEASES OF ANIMALS ACTS, 1894 & 1896.

The administration of the Board of Agriculture Order *re* "Landing of Dogs from Abroad" has been taken over by the Port Sanitary Inspectors. The main object of the Order is to prevent the introduction of rabies into this country from abroad.

A Report on the subject is included in the Inspector's Report, which is appended to this Report.

I am, Gentlemen,

Your obedient Servant,

J. HOWARD-JONES,

Port Sanitary Medical Officer of Health.

PORT SANITARY OFFICE,

TOWN HALL, NEWPORT, April, 1906.

TO THE CHAIRMAN AND MEMBERS OF THE PORT SANITARY COMMITTEE.

GENTLEMEN,

I beg to submit to you, reports on the following subjects:—

I.—On the Inspection of Vessels during the year 1905.

II.—On the administration of the "Board of Agriculture Dog's Order from Foreign Ports," and for the detention of the same on board of Vessels in Port.

III.—On Licensed Seamen's Lodging Houses.

INSPECTION OF VESSELS.

The duties were carried out under the provision of the Public Health Act, 1875, which enacts that a ship, when in the district of a Local Authority, shall be dealt with as a house within the district (Sec. 110.)

The requirements attended to included cleanliness and ventilation of living spaces, light for the same, leakage and effluvium from water closets, limbers, holds, bilges, fore and afterpeaks, and accumulation of filth; the provision of clean and suitable storerooms for provisions, clean and suitable vessels for containing pure water, repairs of dilapidations, cleansing and the removal of filth.

Among the structural defects found on board of vessels which had been passed by the Board of Trade were the following:—

Water closets with doors in alley-ways of fore-castle, partitioned off with wood partition only from the fore-castle or berths; water closets between decks and adjoining living and sleeping rooms, partitioned off with match-wood only, which, owing to the fact that they cannot be opened in bad weather, must be a nuisance to the crew living there, especially at meal times; paint lockers, oil and lamp rooms between, or in front or on the side of, and all under the same deck and on the same level as the fore-castle. with only wood partitions separating them from the living and sleeping rooms of sailors and firemen; wood chambers instead of iron pipes for the cable chains passing through fore-castle from the windlass on fore-castle head to chain locker beneath fore-castle, and on some vessels the chains are in fore-castle in open lockers, with drains into fore-castle; bare iron decks of fore-castles, without any wood sheathing outside, or casing inside to protect the men in very hot or cold climates, or to prevent the sweat from the iron dropping on to the men's beds; also placing of bunks too near the iron sides of the vessel; no provision for the proper storage of food on boats in which the crews are engaged weekly, and have to provide their own provisions, except any spare bunk or space there may be in the fore-castle. Ballast tanks that are used on vessels trading to River Plate, and from which the fresh water tanks are re-filled, should be thoroughly cleansed and cemented before being filled with water for the use of the crew, so that the water may be as free from any filth that may have been left in ballast tank.

All vessels were visited daily during their stay in Port that had had any cases of Infectious Disease on board, also vessels arriving from Ports where Plague or Yellow Fever, or Cholera were known to exist.

During the year 3748 vessels were inspected, 2835 of these were British, and 913 Foreign vessels. Of the 3748 vessels inspected, 540 were found to have sanitary defects on board.

2182 re-visits were made to see if notices had been complied with, and to vessels having had sickness on board.

The nuisances and defects consisted of the following:—

- 298 foul or dirty fore-castles or living spaces.
- 53 living spaces with defective ventilation and port lights.
- 64 defective or foul water closets.
- 39 with foul bilges and heated grain in limbers.
- 41 bad water supplies or dirty tanks or casks.
- 33 defective decks with leakage into fore-castle or berths.
- 12 defective hawse pipes and cable chain pipes in fore-castles.

Total 540

Number of Vessels inspected, Foreign and Coastwise :—

				No. Inspected.	No. Defective.	No. of Notices.
Foreign	{	Steamships		1017	175	175
		Sailing Vessels		218	41	41
				1235	216	216
Coastwise	{	Steamships		1319	182	182
		Sailing Vessels		1194	142	142
				2513	324	324
Total ...				3748	540	540

Number and Nationality of the Vessels inspected :—

Nationality.			No.	No. of Sanitary Defects.	Nationality.			No.	No. of Sanitary Defects.
Austrian	...	...	25	5	Italian	...	...	34	9
Belgian	...	...	27	5	Norwegian	...	...	157	11
British	...	..	2835	382	Portuguese	...	...	15	3
Danish	...	...	25	4	Russian	...	...	33	5
Dutch	...	...	34	6	Spanish	...	...	169	35
French	...	...	221	46	Swedish	...	...	33	4
German	...	...	89	12	Uruguayan	...	...	5	2
Greek	...	...	41	10	Total ...			3748	540
Hungarian	...	...	5	1					

“LANDING OF DOGS ORDER FROM ABROAD.”

The number of vessels having dogs on board, and the number of dogs either direct from Foreign Ports or arriving coastwise from a Foreign Port, were as follows :—

Vessels 307, and Dogs on Board 365.

LICENSED SEAMEN'S BOARDING HOUSES.

The following summary shews the number of visits to licensed and unlicensed boarding houses, the condition in which they are kept, and the sanitary defects remedied during the year :—

Total number of houses on register, 1904	...	...	21
„ „ new licenses, 1905	...	...	2
„ „ licenses given up 1905	...	...	3
„ „ houses at present licensed	...	...	20
„ „ visits to licensed houses	...	...	734
„ „ „ unlicensed houses	...	...	49
„ „ notices served to comply with bye-laws			9
„ „ accumulation of ashes and refuse removed			11
„ „ defective water closets	...	...	2
„ „ defective open drains	...	...	7

Two boarding house keepers were summoned before the magistrates for keeping unlicensed seamen's lodging houses and were fined, £2 and £1 respectively.

Two crimps were reported to the superintendent of the Board of Trade for illegally boarding vessels before the crews were discharged from their duties, on arrival from a foreign port; the one was fined £10 or 2 month's hard labour, and the other one was sentenced to 3 month's hard labour.

All soldiers arriving in the Borough from Foreign Service, via Southampton, on vessels having had plague or smallpox on board, were visited at the addresses notified, several times.

I am, Gentlemen,

Your obedient Servant,

THOMAS ROBERTS,

Port Sanitary Inspector.

